

Hongkong Daily Press.

ESTABLISHED 1857

No 13,388 號捌拾捌百叁千叁萬壹第 日捌十月式十年六十二緒光 HONGKONG, WEDNESDAY, FEBRUARY 6TH, 1901. 叁拜禮 號陸月式年壹零一十九千壹英港香 PRICE, \$2½ PER MONTH

A. S. WATSON & CO., LIMITED.

SUNDAY HOURS OF BUSINESS.
FROM this date THE HONGKONG DISPENSARY will be OPEN for BUSINESS on SUNDAYS from 10 A.M. to 1 P.M.
Medicines and necessities can be procured at other times from the English Assistant on duty.

A. S. WATSON & CO., LIMITED.

Hongkong, 26th January, 1901. [a183]
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WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 18, Prince of Wales Street.

JOHN WALKER & SONS.

FAMOUS KILMARNOCK WHISKY.
This Whisky is renowned. Fine Old Highland Whiskies are supplied by CUTLER, PALMER & CO., and are obtainable in Hongkong of SIEMSEN & CO.
Hongkong, 26th July, 1897. [a43]

CUTLER, PALMER & CO.

Price \$10.75 per Dozen.
NET
"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies.
Apply to SIEMSEN & CO., Hongkong. [a48]
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TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour.
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour.
11.30 a.m. to 3.00 p.m. Every quarter of an hour.
3.30 p.m. to 5.30 p.m. Every quarter of an hour.
5.30 p.m. to 7.30 p.m. Every ten minutes.
7.30 p.m. to 8.00 p.m. Every fifteen minutes.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour.
10.20 a.m. to 11.00 a.m. Every ten minutes.
Noon to 2 p.m. Every quarter of an hour.
2.45 p.m. to 8 p.m. Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 66 & 68, Queen's Road Central.
JOHN D. KUMMER & SON, General Managers.
Hongkong, 2nd February, 1901. [a250]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class machine and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Repairs can be had in second hand. Machines. Repairs executed with promptitude and skill. Enamelling a specialty.
McKIRBY & CO.,
43 & 45, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [a2509]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
\$5.00 per Cask of 37½ lbs net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 2nd July, 1900. [a3102]

WILLIAM MACLEOD, D.D.S., DENTIST.

BRISTOLFIELD ARCADE.
(Opposite Hongkong & Shanghai Bank.)
Hongkong, 10th November, 1900. [a73]

RUINANT PERS & FILS REIMS.

Established 1718.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO., Sole Agents.
Hongkong, 17th May, 1898. [a321]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT.

\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.
\$20 PER DOZ.
This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassall.

DOURO PORT, \$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY, \$20 PER DOZ.

LA TORRE SHERRY, \$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—D.O.M., \$39.75 PER DOZ.

Very soft, palatable, and mature. EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG. [a47]

EXTRA SPECIAL FINEST LIQUEUR WHISKY.

A BLEND-COMPOSED OF THE FINEST HIGHLAND WHISKIES, THOROUGHLY MATURED IN SHERRY CASKS IN BOND.

MILD AND MELLOW.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 31st January, 1901. [a40]

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DRESS SHIRTS. DRESS SHOES. DRESS TIES. DRESS GLOVES, &c., &c.

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IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

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CLUB WHISKY \$12 PER DOZ.

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Chief Superintendent THOMAS SKINNER.
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LADIES' and GENTLEMEN'S BLACK and BROWN WALKING SHOES.
GAMES of All Kinds.
PLAYING CARDS in Great Variety.
23 & 25, Queen's Road, Hongkong. [a37]

NOTICES OF FIRMS.

NOTICE.
WE have This Day Appointed Messrs. WATTS, EDWARDS & CO., of Hongkong, our Sole Agents for that City, South China, and Manila.
O'NEILL, WARNEFORD & CO. London, 19th January, 1901. [a78]

NOTICE.

WE have This Day ESTABLISHED ourselves as Sole Agents in Hongkong, South China, and Manila for Messrs. O'NEILL, WARNEFORD & CO., Manufacturers and Merchants, of London, Manchester, Birmingham and Hamburg.
WATTS, EDWARDS & CO. Hongkong, 21st January, 1901. [a79]

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A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
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Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE. [50]

THE PEAK HOTEL.

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PLUNKET'S GAP, The Peak, near the Tram Terminus.
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For Terms, apply to the MANAGER.
Hongkong, 2nd July, 1900. [53]

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ICE HOUSE STREET, HONGKONG.
A FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.
Very MODERATE TERMS TO FAMILIES by the DAY or MONTH. [51]

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A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate.
A. FONSECA, Manager.
Hongkong, 1st December, 1899. [52]

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THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS, Proprietors.
Hongkong, 8th September, 1900. [3096]

HING KEE HOTEL.

(ESTABLISHED 1873)
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THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

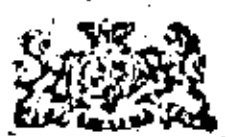
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Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.
SARKIES BROTHERS, Proprietors.
Hongkong, 16th August, 1900. [221]

DAVID COSSAR & SON'S MERCHANT NAVY.

NAVY BOILED LONG FLAX CANVAS. RELIANCE CROWN TARPAILING. ARNHOLD, KARBURG & CO. Sole Agents. [3190]

INTIMATION.



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LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

- A—THEORNE'S BLEND, White Capsule, \$10.80
- B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.80
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- D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40
- E—WATSON'S VERY OLD MALT SCOTCH WHISKY, GOLD CAPSULE 15.00

THEORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.

ADELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

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A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY. [35]

BIRTH.

On the 29th January, at Foochow, the wife of GEORGE L. GRANT, of a son. [43]

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 6th February, 1901

THE Diplomatic and Consular Reports issued by the Foreign Office continue to come out. The latest to hand, a very interesting report, is that of Mr. Acting-Consul LITTON on the trade of Suamoo (Siam) and Mengtse for the year 1899. Though we have heard little of late about Yunnan, apart from the troubles last year between M. FRANCOIS and the Chinese officials, and the withdrawal of foreigners from the province, there can be no doubt that in the future the question of Yunnan will assume much greater importance, even if Yunnan is only to be considered as the threshold of Szechuen and the Upper Yangtze region. It is nearly two years ago now since we had before us the report of Mr. J. W. JAMIESON, Acting British Consul at Suamoo, on the "Prospects of development of commercial intercourse with South-western Yunnan and a short account of the trade of Suamoo." Mr. JAMIESON in that report found it difficult to understand on what grounds sanguine hopes of Yunnan's future prosperity were based, seeing what little support such hopes received from competent observers. He said: "Apart from minerals, the province possesses few other resources, and the inhabitants are unenterprising and lazy to a degree. So long as they can grow enough rice to feed themselves and procure enough cotton wherewith to make the few articles of clothing necessary in this 'equable climate, they are content.' As far as Suamoo is concerned Mr. LITTON's report is no more hopeful than was Mr. JAMIESON's. He is of opinion that there is little chance that the foreign trade of the town will ever assume considerable proportions; the importance of the place has been grossly exaggerated, he says, and its opening to trade has resulted in no benefit to British interests. In itself a town of 1,800 houses, chiefly mud-built, with a population of 9,000, in Kwangtung it would only be regarded as a poor village. It is in a mountainous and poor region, and the population consists largely of Shans, Lolo, etc. Communications are execrable. There are no important local products, except the tea industry cen-

tered at Ipan and the salt industry near Pienh. Tropical rains and malaria cut off trade with the Shan States to the south and south-west almost entirely for the four months from June to September. "Thus," says Mr. LITTON, "all the conditions necessary for a flourishing British commerce are conspicuous by their absence, and it is so remote (eighteen stages) from Yunnan-fu, the provincial capital, and news percolates so slowly, that the officer stationed at Suamoo can only be very imperfectly informed of what is going on in Chinese official circles." Mr. LITTON substantiates his remarks on Suamoo's trade with figures which bear out his conclusions, and certainly cannot be said to fail to establish his case.

Of Mengtse, the other open mart of the Yunnan southern frontier, Mr. LITTON speaks far otherwise. It has been, he says, a conspicuous success. "Near the Tonkin border, within eight easy stages from Yunnan-fu, enjoying an excellent climate, and only a day and a half's journey from Minhai, the head of navigation on the Red River, it is very favourably placed for trade, and is the commercial key of the best districts of Yunnan. The imports for the three years 1897-9 have reached the figures £389,029, £398,748, and £543,216; the exports, £171,882, £198,056, and £306,036. The principal imports were yarns, cotton and woollen goods, tobacco, and matches; the principal exports, tin in slabs, opium, and Pienh tea. Its contiguity to the French frontier is of great advantage to that nation, for whose officials and soldiers in the unhealthy Red River valley it is the natural sanatorium. But it is as Mr. LITTON points out, a notable fact that in 1899 only £59,800, or a little over seven per cent. of the total trade of £854,252, was to or from the French Colonial Empire. All the rest went from or came to Hongkong. The satisfactory development of the Mengtse trade Mr. LITTON attributes to the four reasons following:—(1) The Red River is the natural trade route between Hongkong and Yunnan, the land carriage being much less than by the West River route. (2) The respect paid to transit passes by the local officials in Yunnan is very beneficial to the trade. (3) The considerable tin product (important mines are near Mengtse) enables the Yunnanese to pay for their cottons and yarns. (4) The tranquillity of the Red River, formerly much infested by pirates, had been secured by the French authorities. (5) The unsatisfactory conditions of the West River route has driven the trade to the rival route. The considerable opium trade for the Canton market along the West River in spite of the blackmail levied by pirates, continues because the combined risks of bad roads, brigands, and *lekis* are more than counterbalanced by the heavy charges for exporting from China into French territory and re-importing into China via Hongkong. For the complete development of the Mengtse trade, Mr. LITTON says, a railway from Hanoi or Haiphong to Yunnan-fu via Mengtse is indispensable, though it might take a long time before it would pay its way. The French for some years past have been considering the question of a complete railway system for Tonkin, and an extension from Laokai, the present head of Red River steam navigation to Yunnan-fu is contemplated, but the Chinese officials, gentry and the literary class offer strenuous, if covert, opposition. Physically the only difficulty, according to Mr. LITTON, is the ascent of nearly 4,000 feet from the River valley to the Mengtse plateau. The prospects of Mengtse appear from the report before us to be as bright as those of Suamoo are gloomy.

If British enterprise is to attack Western China on a line of its own, Suamoo on Mr. LITTON's showing is useless as an objective, and of Western Yunnan as a whole he has as poor an opinion as Mr. JAMIESON and previous observers formed of the region. He does not, however, speak so despairingly of railway prospects as they did. It may be remembered that Mr. COLSON'S BAZON, some years ago now, spoke of "improving the road from Burma to Yunnan-fu by piercing half a dozen Mont Conis tunnels and erecting a few Menai bridges." Mr. JAMIESON quoted this with approval, and said that the same remark held good for any projected railway in southern and western Yunnan into Szechuen. Mr. LITTON, on the other hand, mentions briefly two routes to Yunnan-fu through British Burma, one from Mandalay to Kunlon Ferry across the Salween, and to Yunnan-fu via the Nam Ting Valley and Shunning-fu, the other along the Irrawadi to Bhamo and thence to Tengyueh (Momein), Tali, and Yunnan-fu. The first route he considers expensive and valueless, except as part of a larger scheme for a line to Szechuen and the Yangtze. It would pass through exceedingly poor and difficult country east of the Salween, and Shunning is a third-rate tumble-down city. Of the second route he says:—"A good part of the country on the high road from Tengyueh to Yunnan is well

populated. Several Chinese officials of experience have expressed to me the belief that when this route is properly opened the imports by it will equal those by the Mongtse route. At present only a small portion of the latter go north or west beyond Yunnan-fu. It is, however, unfortunate that there does not appear to be any staple export in the Tengyueh district, such as tin at Mengtse, which will enable consumers to pay for their imports. Still the history of the Mongtse trade proves that the Yunnanese possess the commercial instincts of the Chinese race, and if the Bhamo-Tengyueh route at all answers to expectations, the minor enterprise of a railway between those two towns will be well worth considering." At any rate it appears from Mr. LITTON's studies that the best chance for British enterprise in Western China along a British line will be by way of the second route. How far the engineers who were prospecting in Western Yunnan at the end of 1899 and beginning of 1900 agree with him we are not in a position to judge yet. There can, however, be little doubt that some day an attempt will be made to tap Western-most China on some such line as Mr. LITTON mentions, and the results may be as surprising as many previous commercial enterprises which have been coldly received for many years after their first suggestion. Undoubtedly beyond Yunnan there are vast resources, which must one day be exploited.

We understand that H.E. the Governor yesterday received a telegram from the Secretary of State conveying from the King personally the grateful thanks of himself and the Queen to the people of Hongkong for their expression of sympathy on the death of his beloved mother. A special *Gazette* will be issued to-day.

We have received from A. Hing, photographer, of 20, Queen's Road East, an excellent photograph of the Proclamation Ceremony on the Cricket Ground.

There will be a matinee of Hamerton's Circus to-day and the usual performance at night. Last night another good tent witnessed the show, undisturbed by the cold.

Yesterday morning residents at the Peak had the unusual experience, of late years, of seeing icicles. One tennis-court, too, we are told, had an inch of ice on it in a place where there was some standing water on the previous night.

What appears to have been a rather serious fire broke out yesterday at Yaumati amongst a number of launches and junks. Details are not yet to hand, and it is therefore impossible to estimate the exact proportions of the outbreak or even the approximate amount of the damage.

About one o'clock yesterday morning a fire broke out in a medicine shop at 289, Queen's Road West. It spread with such rapidity that in fifteen minutes the shop and the one adjoining were entirely burnt out. The Fire Brigade, under Captain Superintendent May, with difficulty kept the fire confined to its original location, and were eventually successful. Nothing was saved from the two shops concerned, and the owner of No. 287 states that there was \$100 in money left on the premises. Both places were insured. The origin of the fire has not yet been ascertained.

We are requested to announce that the new Sailors and Soldiers' Home at the corner of Arsenal Street, Praya East, now finished, will be formally opened to-morrow, February 7th. Mrs. F. H. May will declare the Home open at 3.30. There will be a public tea at 5 o'clock, to be followed at 7.30 by a public meeting in the big hall, over which J. Pitt Esq., R.N., will preside. The programme of the evening meeting is said to be an attractive one, and many who have already shown practical sympathy with this new Home, will no doubt be present, either at the opening ceremony or the evening meeting.

We draw our readers' attention to the announcement appearing elsewhere of a Boxing Tournament which is to take place at the Theatre during the forthcoming Race Week. Excellent patronage has been obtained, and the management will be in the hands of Mr. C. T. Robinson, light-weight amateur ex-champion and winner of two of the V. R. C.'s competitions. No pains are to be spared to make the tournament a success, and considerable improvements are to be introduced with regard to the ring and the seating accommodation. Boxers are requested to note that entries close on Saturday next, and that the prizes offered aggregate no less than \$1,500. A good entry should be secured.

The *Sugri*, the second of two gunboats built for the Siamese Government by the Hongkong and Whampoa Dock Co., Ltd., went out on her official trial yesterday. Mr. Jensen, Engineer-in-Charge, Siamese Navy, and Mr. Mumford of Lloyd's Registry represented the owners. Mr. Gillicie and Mr. Cooke were also present. The trial was very successful in every way, the engine working smoothly and without any signs of heating, the speed attained being eleven and a half knots over the Admiralty two-knot course. At the finish of the trial, Mr. Jensen expressed his satisfaction with the results and the general work and finish of the vessel. It may be mentioned that the sister gunboat *Boi* made the passage down to Bangkok in 6 days 4 hours, where she was delivered to the Siamese Government. Admiral de Richelieu in taking over the gunboat seemed very pleased with her appearance and with her behaviour on the passage down.—Contributed.

There were no cases of communicable disease notified occurring in the Colony during last week.

The Police regulations for the approaching Chinese New Year and the Race Meeting on the 26th, 27th, and 28th instant, are published in the *Gazette*.

A Minneapolis telegram states that the death is announced of Dr. Ignatius Donnelly, the proponent of the theory, which he endeavoured to prove by his cryptogram, that Shakespeare's plays were written by Bacon.

The Russian and French Embassies at the end of last year addressed a protest to the Portuguese authorities of the Dardanelles having prevented the French steamer *Ville Navire*, which had on board 819 Russian troops who were returning from Port Arthur, from passing through the Straits. The Turkish authorities gave as a reason for their action that the soldiers were armed.

George J. Rice, the editor of the *Daily Bulletin*, Manila, was arrested, on January 23rd, and confined at Anda Station awaiting deportation for publishing an article which is called by the authorities derogatory to the character of the Captain of the Port of Manila. He will go to the United States on the *Pennsylvania*. The order for his deportation states that investigation having been made apparent and the result communicated to the said Rice, he replied in an insolent and defiant manner that he would reiterate the charges when and where he saw fit. He is therefore regarded as a dangerous incendiary and a menace to the military situation and will be deported.

The Chargeurs Reunis Company are inaugurating a new line of steamers between France and Indo-China, states the *Ceylon Times*, but according to information received locally, the steamers leaving Dunkirk once a month will go via the Cape, the service probably having no connection with Colombo. The service will not be inaugurated for some months to come. It is stated that nine steamers will be assigned to it. One of the directors of the Chargeurs Reunis Company passed through Colombo in September, probably in connection with the proposed new service. At present there are only two French line of steamers between France and the East, that of the M.M. Company and the Compagnie Nationale.

Mr. Kruger, when war broke out, announced that the Boers would "stagger humanity." They have, indeed, done so, writes a correspondent in South Africa, not by the temporary success of a warlike people fighting strictly on the defensive in their own country, and favoured by modern weapons, and assisted by the fact that their enemy's reserves were many thousands miles distant across the seas, but by the already apparent deep-rooted antipathy of the Dutch race to acknowledge defeat, to accept the inevitable, to acquiesce in a system of government, under which they will be quite as free and infinitely more prosperous than under their own antiquated oligarchy. Such blind obstinacy, such unreasoning decision not to accept facts, is, indeed, enough to stagger humanity, and the manner in which blood is being shed on both sides, and an enormous country laid waste, to satisfy the rice prejudice of the remnant of a defeated and proscribed people, is one of the most remarkable features of modern history.

Last week, says the latest copy to hand of the *Union*, some of the lady members of the China Indian Mission were ordered to return to their station at Yangchow, but when they reached Chinkiang the British Consul refused to allow them to proceed. The British Consul at Chungking has also refused to allow lady missionaries to proceed into the interior. Sensible Councils. It does seem to us inexplicable, continue our weekly contemporary, that missionaries are being sent to inland places under present circumstances. It is not fair to the native officials who may be only too willing to protect them but may not always be able to do so, for some firebrand or other may easily evade the vigilance of the officials and then the mischief is done. It is a pity some of the missionaries have not more of the wisdom of the serpent, though they may have plenty of the harmlessness of the dove.

Reporting on Sir Edward Law's inquiries as to the possible means of increasing the popularity of Currency Notes, the Bengal Chamber of Commerce lays down the proposition that Currency Notes are popular in exact proportion to their exchangeability, and it thinks that little progress can be made in the direction of ensuring a free use of currency notes by natives generally, until the Government has succeeded in imparting confidence with regard to their convertibility. This the Chamber holds can only be effectually done by changes in the direction of affording facilities for encashment of notes of every Circle at every treasury in India. Since this, however, is stated by the Government to involve too great an obligation, the Chamber suggests that a beginning should be made by undertaking to do it for five years as an experiment in some selected area; and for this purpose it asks that Bengal, including Assam and the great centres up-country of the wheat, seed, and jute trade, should be selected. The Chamber points out that the very fact of encashment being rendered easy for a prolonged period in such an area would of itself lighten the obligation, since holders, knowing they could cash at any time, would for this reason resort less immediately to changing their notes. The Chamber, however, thinks that an increase in the amount of rupees held in Government Treasuries is an indispensable preliminary to any such experiment.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

LONDON, 4th February, 7.20 p.m.

RUSSIA AND PRINCE TUAN.

A private despatch received here from Peking states that Russia forbids the execution of Prince Tuan.

THE LATE QUEEN'S FUNERAL.

LONDON, 4th February, 7.20 p.m.

THE LAST CEREMONY AT FROGMORE.

The Queen was buried in the Royal Mausoleum at Frogmore to-day. The funeral was a public spectacle by the King's command. Only the final ceremony was strictly private.

THE WAR IN SOUTH AFRICA.

LONDON, 4th February, 7.20 p.m.

DE WET GOING SOUTH.

It is officially reported that Commandant de Wet is moving southward.

CLEARING THE EASTERN TRANSVAAL.

Seven British columns in concerted action are moving to clear the Eastern Transvaal of the enemy and of supplies.

REUTER'S SERVICE.

LONDON, 3rd February.

FUNERAL OF THE LATE QUEEN.

The funeral cortege from Osborne to the quay was intensely impressive by its simplicity. After the procession through the streets of London, in which millions of absolutely orderly people were gathered, and a superb and impressive service at St. George's Chapel, Windsor, the coffin was conveyed to the Albert Memorial Chapel, where it will remain until Monday. The pageant in London was the most solemn and superb imaginable. The King and the Emperor William of Germany headed a brilliant cavalcade of Royalties; both wore the uniform of a British Field-Marshal. The weather was fine.

THE OPERATIONS IN SOUTH AFRICA.

De Wet has passed to the South of Thaba N'Chu with 3,000 men and many Cape carts, and several commandoes from the north and northeast of the Orange River are moving south.

ANOTHER MURDER IN THE COLONY.

SUPREME COURT MESSENGER STABBED TO DEATH.

Another murder—the third within a month, and quite as daring in its perpetration, so far as the meagre details that are at present obtainable go to show, as that of Yung Ku Wan, the reformer—has been committed in the Colony. The victim is Kwong Cheung, a well-known figure in the Supreme Court, where he was employed as a messenger. Yesterday morning, between ten and eleven o'clock, the unfortunate man was stabbed to death in his house at 149, Queen's Road East, three deep wounds being inflicted in the region of the breast. From the very daring of the murderer or murderers in selecting for the commission of his deed an hour of the day when everyone was active—a circumstance that lent every possible chance to their being captured, it is surmised that mere robbery was not the motive for the crime; probably jealousy will be found to have been a factor.

The police are very reticent on the matter, and we are consequently unable at present to give anything approaching complete details. From enquiries made, however, we understand that a speedy arrest is probable. Certainly there is very little chance that the guilty party has succeeded in making his escape from the Colony, as was the case with the murderer of Yung Ku Wan; the circumstances attending this latest crime are altogether too improbable for that. A speedy satisfaction of justice may therefore be hoped for.

SPECIAL MEETING OF JUSTICES.

ANOTHER APPLICATION FOR THE EASTERN HOTEL REFUSED.

A special session of His Majesty's Justices of the Peace was held in the Justice Room at the Magistracy yesterday afternoon to consider an application from one William Godwin for a public house licence to sell and retail intoxicating liquor on the premises situate at houses Nos. 192 and 194 Queen's Road East under the sign of "The Eastern Hotel." Mr. F. A. Haselund (Acting Police Magistrate) presided, and there were also present, Messrs. E. W. Mitchell, F. J. Buley, (De.) E. Clark, H. F. Looker, and C. A. D. Macleod.

Mr. Buley appeared for the applicant, produced evidence as to character. Mr. Haselund observed that this was the third time an application had been made for that house and refused. The objection was not so much to the character of the applicant as to the situation of the house.

POLICE COURT.

Tuesday, 5th February.

BEFORE MR. HAZELAND.

THE YAMKATI MURDER.

Ho Su, of no occupation and no fixed abode, and Wong Fung-chau, *john*, were again brought up in connection with the murder of Leung Hin, shopkeeper, at British Kowloon, on the evening of the 9th January. Mr. F. J. Buley, Deputy Superintendent of Police, proceeded with the examination of witnesses.

C. C. 266 said he found a chopper and cap K on a blood-stained piece of ground. He took the articles to Inspector Macdonald at the Police Station.

C. S. 254 gave evidence of the arrest of the first defendant at 108, Reclamation Street, on a charge of wounding Leung Hin. The prisoner, on being told what he was charged with said "No." Witness went into the cookhouse with the first defendant, and found there some clothes drying on a bamboo pole. He took the defendant and the clothes to the station. On shoes G. belonging to the defendant, which he was wearing when witness first entered the house, and which the latter took away from him, were bloodstained.

Other witnesses were heard for the prosecution, including Inspector Macdonald, of Yaumati, and Mr. Buley. The first defendant called two witnesses, but their statements did not in the least serve to weaken the evidence that had been adduced by Mr. Buley, and his Worship committed the prisoners for trial at the next Criminal Sessions.

BEFORE MR. KEMP.

REFUSING TO PAY HIS BROTHER'S BIDE. Walter Hanson, stoker, H.M.S. *Centurion*, pleaded not guilty to refusing to pay his brother's hire, 20 cents, on the 4th inst., at Tein Tai Tsai.

The complainant said the defendant engaged him to go to the Kowloon Dock, and when he got there offered him 20 cents. The coin was a brass one, and the complainant refused to take it. The defendant maintained that the money was quite good, and struck the complainant, who gave him in charge.

His Worship imposed a fine of \$3 or 10 days' hard labour, and 25 cents compensation to the complainant. The defendant paid.

SOLDIER CONVICTED OF THEFT. William Fotherby, a runner in the Royal Artillery, admitted stealing a bed-quilt, value \$1, from Ahmed Dewodjee, merchant, 5, Lyndhurst Terrace, on the 4th inst.

He was sentenced to 7 days' hard labour.

IN POSSESSION OF COUNTERFEIT COINS. Chan Tong, of no occupation, was charged with feloniously having in his possession on the 4th inst. a greater number than five pieces of false or counterfeit coin, resembling or apparently intended to resemble or pass for the silver coin of the Kwangtung province. Sergeant Langley was the complainant.

He pleaded guilty, and was fined \$6 per coin—in all \$42—or two months' hard labour, the coin to be forfeited and destroyed.

STEALING FROM KELLY & WALSH. Lai bit, bookbinder, admitted stealing a quantity of paper of the value of about \$3 from Messrs. Kelly & Walsh on the 5th inst., and was sentenced to three weeks' hard labour.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day (Wednesday), 6th February, at 4.15 p.m. ORDERED:—

1. Correspondence regarding the arrival immediately west of the Canton and Macao Steamboat Company's wharf.

2. Letter from Government relative to the appointment of an additional Inspector for the City Slaughter-Houses and Cattle Depot.

3. Reply from Government regarding Police supervision of the Animal Depots at Kennedy Town.

4. Reply from Government relative to stalls in public streets and footpaths.

5. Reply to the Board's recommendation relative to the nuisance existing on the hillside at Kennedy Town and the malarious swamp situated beside the old glass works.

6. Reply from Government concerning the Government Analyst's monthly report on the water-supply.

7. Report of the Colonial Veterinary Surgeon as to the lighting, &c., of the proposed New Western Market.

8. The Acting Principal Civil Medical Officer pursuant to notice, will read a paper on:—(1) Were the plans for the new Western Market submitted to the Sanitary Board, and if so, when?

(2) Were any improvements in the plans suggested by the Board, and if so in what direction?

9. Suggestions by the Medical Officer of Health regarding Section 7 of the Buildings Ordinance.

10. Reply from Government relative to by-law 18 of the drainage by-law.

11. The Medical Officer of Health, pursuant to notice, will move:—That the Board again direct the attention of the Government to the urgent necessity for amending the law governing the height of buildings and for recommending that no building be permitted to be erected in future, to a greater height than one and a half times the width of the street on which it fronts.

12. Preliminary Report of the Select Committee appointed to draw up a scheme of sanitary improvements for the City of Victoria.

G. A. WOODCOCK, Secretary.

1. Application for permission to erect six water closets and six urinals at the new club house for the Club Germania.

2. Application for the erection of a building of a height of over 78 feet.

3. Report of a case of plague in the town of Singapore.

4. Report of a case of plague at Karachi.

5. Report of an outbreak of plague in Formosa.

6. Statement showing the number of plague cases and deaths in Bombay City, from November 18th to December 10th, and from December 11th to December 24th, 1900.

7. Further letters relative to cholera in Singapore.

8. Lime-washing returns for the fortnight ended January 26th, 1901.

9. Mortality returns from Macao for the weeks ended 15th, 20th and 27th January, 1901.

10. Mortality statistics of this Colony for the weeks ended 15th, 18th and 26th January, 1901.

LATEST STEAMER MOVEMENTS.

The N. P. steamer *Victoria* sailed from Tacoma for Japan and Hongkong on the 2nd inst.

The P. & O. steamer *Maasgong* left Bombay for Japan direct on the 2nd inst.

The N. Y. K. steamer *Mikasa Maru* (Bombay Line) left Yokohama via Tientsin and Singapore for this port on the 4th inst., and is expected to arrive here on the 22nd inst.

**Bates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895.** [278]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON	ALGIBOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 19th inst.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 21st inst.
LONDON	LIJON	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 5th Mar.
LIVERPOOL	GLAVOUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
BREMEN, VIA PORTS OF CALL	KANAGAWA MARU	Jap. str.	—	A. Kroch	MELCHERS & CO.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POKE, &c.	JAVA	Brit. str.	—	J. McKenna	NIPPON YUSEN KAISHA	On 11th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	LAOS	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 9th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POKE, &c.	SADO MARU	Jap. str.	—	Flaudin	MELCHERS & CO.	On 11th inst., at Daylight.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	SIAM	Ger. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 16th inst.
HAVRE & HAMBURG	SIBERIA	Ger. str.	—	Bable	MELCHERS & CO.	Quick despatch.
HAVRE, BREMEN & HAMBURG	FRIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	On 9th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Binzer	CARLOWITZ & CO.	On 27th inst.
HAVRE & HAMBURG	BANBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 10th Mar.
TRIESTE, &c., VIA PORTS OF CALL	SIBERIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 15th Mar.
NEW YORK VIA PORTS & SUEZ CANAL	MARIA TERESA	Aus. str.	—	Rasewich	SANDER, WIELER & CO.	On 14th inst., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	POLESTAR	Brit. str.	—	—	DODWELL & CO., LIMITED	To-morrow.
NEW YORK VIA SUEZ CANAL	ALHONGA	Ger. str.	—	Petersen	DODWELL & CO., LIMITED	On or about 28th inst.
YANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	BANANIAN PACIFIC CO.	On 13th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TACOMA	Brit. str.	—	A. Dixon	DODWELL & CO., LIMITED	On or about 9th Mar.
PORTLAND, OREGON, &c., VIA JAPAN, &c.	TEENKAI	Brit. str.	—	Petersen	DODWELL & CO., LIMITED	On 13th inst.
SEATTLE, V. S. MAIL, NAGASAKI, KOBE & YOKOHAMA	AMERICA MARU	Jap. str.	—	—	ARNOOLD, KARNER & CO.	On or about 10th Mar.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	—	JARDINE, MATHESON & CO.	About 6th inst., at 4 P.M.
SAN FRANCISCO VIA AMOY, &c.	GALIC	Brit. str.	—	—	TOYO KISEN KAISHA	To-morrow, at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	BEIJING KING	Brit. str.	—	—	PACIFIC MAIL S. S. Co.	On 14th inst., at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	O. & S. S. Co.	On 23rd inst., at Noon.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	C. W. Haswell	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	CHIHAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	KWEIYANG	Brit. str.	—	N. Tait	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
SHANGHAI	BENGAL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
SHANGHAI & JAPAN	BOMBAY	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	KIAUTSCHOU	Ger. str.	—	—	P. & O. S. N. Co.	On or about 18th inst.
POOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	S. Asumi	MELCHERS & CO.	On or about 23th inst.
SWATOW, AMOY & TAIWANPOO	ANPING MARU	Jap. str.	—	—	MELCHERS & CO.	Quick despatch.
MANILA, CEBU & ILOILO	KAIKONG	Brit. str.	—	—	MITSUBI BUSSAN KAISHA	On 13th inst.
MANILA	PERLA	Brit. str.	—	R. W. Almond	MITSUBI BUSSAN KAISHA	On 20th inst., at Daylight.
MANILA	SUNGLANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA	CHANGSHA	Brit. str.	—	—	SHEWAN, TOMES & CO.	To-day, at 4 P.M.
SINGAPORE, PENANG & BOMBAY	BOMTIDA	Ital. str.	—	Sartorio	BUTTERFIELD & SWIRE	On 8th inst.
					CARLOWITZ & CO.	On 15th inst., at 4 P.M.
						On 13th inst., at Noon.

SHIPPING.

ARRIVALS.

Feb. 4, ONSANG, British str., 1,787, Young, Mo, 20th Jan., Coal.—JARDINE, MATHESON & CO.
Feb. 5, THIA NANG, German str., 1,021, A. S. Calder, Bangkok 26th Jan., Rice.—MELCHERS & CO.
Feb. 5, ELSE, German steamer, 900, Petersen, Canton 5th Feb., General.—SIEMSEN & CO.
Feb. 5, KASHING, British str., 1,153, Somerville, Canton 5th Feb., General.—BUTTERFIELD & SWIRE.
Feb. 5, HUBING, British str., 1,267, Hall, Foochow, Amoy and Swatow 4th February, General.—DOUGLAS LARSEN & CO.
Feb. 5, HELIOS, Norwegian str., 833, Eitrem, Hongkong 3rd Feb., Coal.—E. A. TRADING CO., LTD.
Feb. 5, HAMBURG, German str., 6,597, Kroch, Shanghai 3rd Feb., Mails and General.—MELCHERS & CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE, 4TH FEBRUARY.
Luna Layken, German str., for Saigon.
Kashing, British str., for Shanghai.
Kaifong, British str., for Manila.
Sandakan, German str., for Sandakan.
Daphne, German str., for Wuhu.
Kvarren, Norwegian str., for Portland.
Anping Maru, Japanese str., for Swatow.
Suzang, British str., for Singapore.
Prometheus, British str., for Singapore.
Hongkong, French str., for Hoihow.

DEPARTURES.

Feb. 5, TIENSTIN, British str., for Kobe.
Feb. 5, TAIWAN, British str., for Canton.
Feb. 5, HAITAN, British str., for Swatow.
Feb. 5, PROMETHEUS, British str., for London.
Feb. 5, SUISANG, British str., for Calcutta.
Feb. 5, CEBU, American str., for Saigon.
Feb. 5, HONGKONG, French str., for Hoihow.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Hansa.
KOWLOON DOCKS.—S.M.S. Hansa, Garonne, U.S.S. Ila de Laron, Lohair, Nanyang, Kvarren, U.S.S. Benington, U.S.S. Brooklyn, Fausang.
COSMOPOLITAN DOCK.—Loyal, Hankow.

SHIPPING REPORT.

The British steamer *Kaifong*, from Foochow, Amoy and Swatow 4th Feb., had strong moon, high sea and overcast from Foochow to Amoy. From Amoy to Swatow fresh northerly winds, moderate sea and fine, cloudy weather. From Swatow to port fresh N.W. wind, moderate sea and fine, clear weather. Vessels in Foochow—H.M.S. *Britannia* and French cruiser *Chassel Laubert*. In Amoy—H.M.S. *Argonaut*, S.M.S. *Seeadler* and two Japanese men-of-war. In Swatow—S.S. *Hoihow*, *Paoting*, *Machew*, *Beating*, *Foohang* and *Neuchwang*.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH THE HONGKONG, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BELGIAN KING".....On 7th Feb.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of claims is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan. Hongkong, 5th February, 1901. [14]

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"PERLA", Captain R. W. Almond, will be despatched as above TO-DAY, the 6th inst., at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 5th February, 1901. [6]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

IN CONNECTION WITH THE NORTHERN PACIFIC RAILROAD COMPANY.

THE Steamship

"TEENKAI" will be despatched for SEATTLE via SHANGHAI, NAGASAKI, KOBE and YOKOHAMA on or about WEDNESDAY, the 6th inst., at 4 P.M., taking Cargo to Japan and to Overland Points in the United States at Current Rates of Freight.

For further Particulars, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 5th February, 1901. [418]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship

"POLARSTERNEN" will be despatched for the above ports TO-MORROW, the 7th February, and will be followed by the Steamship

"FOLMINA" and "GYMERIC." For Freight, apply to DODWELL & CO., LTD., Agents.

Hongkong, 6th February, 1901. [118-3201]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KIAUTSCHOU," OF THE HAMBURG-AMERIKA LINE, due here with the outward German Mail about the 5th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 2nd February, 1901. [8]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL," Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 16th February, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent. Hongkong, 4th February, 1901. [1]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

MARSEILLES AND JAVA.....Noon, 9th Feb. Freight or Passage.

LONDON.....G. W. Gordon, R.N.R. Feb. Freight or Passage.

LONDON, &c.....COROMANDEL.....Noon, 16th Feb. See Special Advertisement.

SHANGHAI.....BENGAL.....About 16th Feb. Freight or Passage.

LONDON.....SHANGHAI.....About 21st Feb. Freight or Passage.

SHANGHAI AND JAPAN.....BOMBAY.....About 28th Feb. Freight or Passage.

PAN.....G. M. Montford, R.N.R. Feb. Freight or Passage.

PASSENGER SEASON, 1901.

s.s. PLASSY.....7,240 tons March 30th; MARSEILLES AND LONDON DIRECT.

s.s. SOBBAON.....7,382 tons April 27th Without Transshipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 5th February, 1901. [1]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.

TACOMA.....2,811 A. Dixon.....March 1

VICTORIA.....3,502 J. Pantoh.....March 8

DUKE OF FIFE.....3,821 J. S. Cor.....March 15

GLENORLE.....3,750 W. Frakes.....March 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table, Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £55.

The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA and Tacoma to DYE and St. MICHAEL.

Rates of Passage to other points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 5th February, 1901. [11]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

* SILEZIA.....HAMBURG.....On 9th Feb. Freight and Passage.

* FREIBURG.....HAMBURG.....On 27th Feb. Freight.

* MARBURG.....HAMBURG.....About 10th March. Freight.

* BAMBERG.....HAMBURG.....About 15th March. Freight.

* SIBERIA.....HAMBURG.....About 25th March. Freight and Passage.

* These steamers have superior accommodation for passengers and carry a doctor and a stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., Agents. HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST. Hongkong, 5th February, 1901. [6]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

EMPEROR OF INDIA.....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb. 1901.

EMPEROR OF JAPAN.....Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th Mar. 1901.

EMPEROR OF CHINA.....Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. Hongkong, 17th January, 1901. [10]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KANAGAWA MARU.....MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID. FRIDAY, 8th Feb., at Daylight.

TAMBA MARU.....KOBE and YOKOHAMA. FRIDAY, 15th Feb., at Daylight.

SADO MARU.....MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID. FRIDAY, 22nd Feb., at Daylight.

ROSETTA MARU.....NAGASAKI, KOBE and YOKOHAMA. FRIDAY, 22nd Feb., at Noon.

KASUGA MARU.....SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE. FRIDAY, 22nd Feb., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road. A. S. MIHARA, Manager. Hongkong, 1st February, 1901. [13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSS

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"ALCINOUS"	Palford	On 19th Feb.
LONDON	"IXION"	Robinson	On 5th Mar.
LIVERPOOL (Taking Cargo at London Rates)	"GLAUCUS"		On 16th Feb.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 26th January, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU AND ILOILO	KAIFONG	On 6th Feb., at Noon.
YOKOHAMA AND KOBE	CHIRI	On 7th Feb., at 4 P.M.
MANILA	SUNGKIANG	On 8th Feb.
MANILA	CHANGSHA	On 15th Feb., at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	CHANGSHA	On 15th Feb., at 4 P.M.
TIENTSIN	KWEITANG	On 23rd Feb., at 4 P.M.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 6th February, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	TO SAIL
CITY OF PEKING (via Shanghai, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Feb. 14, 1901, at Noon.
CHINA (via Shanghai, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Mar. 12, 1901, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honolulu)	SATURDAY, Apr. 6, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA AND HONOLULU on THURSDAY, the 14th February, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 23rd January, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, BOMBAY, ADEN, SUZ, PORT SAID, AND TRIESTE.

(Taking Cargo through rates to the BRITISH, SOUTH AFRICAN, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE AND ADELPHI PORTS).

THE Company's Steamship

"MARIA TERESA"

Captain Roserich will be despatched on above on THURSDAY, the 14th inst., P.M.

For information as to Passage and Freight, apply to

HENDER WILKES & Co.,

Agents.

Hongkong, 2nd February, 1901.

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	TO SAIL
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Feb. 7, 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Mar. 2, 1901, at Noon.
NIIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Mar. 28, 1901, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU on THURSDAY, the 7th February, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 14th January, 1901.

NAVIGAZIONE GENERALE ITALIANA (FLEET OF RAILWAY TRADING COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEBANT, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BOEMIDA"

Captain Sartorio, will be despatched as above on WEDNESDAY, the 14th inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 2nd February, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES AND CANADA.

THE Steamship

"EVA"

2,088 tons, Capt. Peterson, will be despatched on or about the 10th March, for PORTLAND (OR.) VIA MOJÍ, KOBÉ AND YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required.

Consular Invoices to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to

ARNOLD, KARBURG & CO.,

Agents.

Hongkong, 5th February, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

ADOLFE ORIO, American ship, Amesbury—Standard Oil Co.

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DEUCALION" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co., Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 5th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 12th instant.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1901.

NOTICE TO CONSIGNEES.

THE "P. & O. S. N. Co." Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—From London, &c., ex ss. *Arctica* and *Egypt*. From Persian Gulf, ex ss. *Java*, *Nasser*, and *Khanda*.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 3rd February, 1901.

HONGKONG STEAMERS.

Amara, British str., 1,565, Matlock, Feb. 2, Jardine, Matheson & Co.

America Maru, Jap. str., 3,460, Going, Jan. 26, Toyo Kisen Kaisha.

Anping Maru, Jap. str., 1,058, Atsumi, Feb. 2, Nippon Yusen Kaisha.

Belgian Kite, British str., 1,170, Weiss, Jan. 25, Butterfield & Swire.

Cassius, German str., 1,435, Garholm, Jan. 23, Laus, Wegener & Co.

Chiyun, Amr. str., 1,172, Jamieson, Feb. 4, Chinese.

Chowfa, Ger. str., 1,155, Williamson, Jan. 12, Melchers & Co.

City of Bombay, British str., 2,946, Morr, Dec. 28, Dodwell & Co., Limited.

Daphne, German str., 1,290, Nissen, Jan. 16, East Asiatic Trading Co.

Devanagiri, German str., 1,057, Textor, Feb. 1, Butterfield & Swire.

Else, German steamer, 999, Petersen, Feb. 1, Siemens & Co.

Empress of India, British str., 3,003, Marshall, Jan. 22, C. P. R. Co.

Fausang, British str., 1,410, Mitchell, Jan. 23, Jardine, Matheson & Co.

Freya, German steamer, 999, Petersen, Feb. 1, Siemens & Co.

Haiching, British str., 1,267, Hall, Feb. 5, Douglas Laiprak & Co.

Hamburg, German str., 6,597, Krich, Feb. 5, Melchers & Co.

Helios, Norwegian str., 832, Eltrem, Feb. 5, East Asiatic Trading Co., Limited.

Hansa, German steamer, 1,200, Schall, Jan. 5, Siemens & Co.

Hsieh Ho, British str., 1,052, Crawford, Feb. 4, Siemens & Co.

Hue, French steamer, 704, Godin, Feb. 3, A. R. Murty.

Kaifong, British str., 1,024, Pennefather, Jan. 30, Butterfield & Swire.

Kashin, British str., 1,185, Somerville, Jan. 29, Butterfield & Swire.

Katsang, British str., 1,640, Bradley, Jan. 27, Jardine, Matheson & Co.

Kvarren, Norw. str., 1,574, Komitz, Jan. 13, Butterfield & Swire.

Loyal, German str., 1,237, Lorenzen, Jan. 4, Sander, Wisler & Co.

Monkton, British str., 1,776, Davies, Dec. 31, Order.

Nanyang, German str., 983, Lehmann, Jan. 23, Siemens & Co.

Omsang, British str., 1,787, Young, Feb. 4, Jardine, Matheson & Co.

Pax, Dutch steamer, 1,207, Damster, Jan. 30, Melchers & Co.

Perla, British str., 1,286, Almond, Feb. 2, Shawan, Tomas & Co.

Phraung, German str., 1,021, Calder, Feb. 5, Melchers & Co.

Quara, German str., 1,146, Johansen, Feb. 5, Sander, Wisler & Co.

Sabine Rickmers, British str., 690, Naabett, Jan. 15, Arnold, Karberg & Co.

Samae, British steamer, 4,506, Hudson, Dec. 23, Dodwell & Co., Limited.

Sandakan, Ger. str., 1,374, Brandstetter, Jan. 24, Melchers & Co.

Siam, British steamer, 999, Stovall, Feb. 1, Bradley & Co.

Strathford, British str., 2,599, Forsyth, Jan. 2, Sander, Wisler & Co.

Sunlight, British str., 1,021, Moore, Feb. 4, Butterfield & Swire.

Taisang, British str., 1,544, Wilde, Jan. 4, Jardine, Matheson & Co.

Tiger, Norwegian str., 2,116, Wold, Jan. 12, Mitsui Bussan Kaisha.

Vienna, British str., 1,653, McDougall, Dec. 31, Hughes & Hough.

SAILING VESSELS.

Adolph Oborg, Amr. ship, 1,262, Amesbury, Dec. 19, Standard Oil Co.

Dundas, British ship, 1,998, Hemming, Oct. 14, Standard Oil Co.

Lothair, Italian barque, 972, Bozzo, Jan. 19, Ogier.

St. Paul, American ship, 1,824, Treat, Jan. 29, Standard Oil Co.

Swahilia, British ship, 1,899, Fraser, Nov. 26, Standard Oil Co.

Vimeira, British 4-m. bark, 2,233, McMillan, Jan. 23, Order.

West York, British bark, 706, Forster, Jan. 12, Chinese.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, dispatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. G. F. M. Crockett, at Nanking.

Algerine, ship, 1,050 tons, 6 guns, 1,100 h.p., Comdr. H. H. Johnston, Singapore.

Arctura, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Starin, at Weihaiwei.

Argonaut, battleship, 11,000 tons, 18 guns, Capt. G. H. Cherry, R.N., at Amoy.

SPECIAL ANNOUNCEMENT!

FIFTY-TWO SHORT COMPLETE STORIES FOR 1901.

THERE are now appearing weekly in the HONGKONG DAILY PRESS a Series of SHORT STORIES written by the leading Novelists.

Each story is copyrighted and will be completed in two bi-weekly instalments. The following is the list of the Story Writers:—

BLANCHE WILLS CHANDLER.
R. W. CHAMBERS.
MRS. L. T. MEADE.
SILAS K. HOCKING.
HELEN MATHERS.
REV. S. BARRING-GOULD.
ARABELLA KENNELLY.
GUY BORTHWICK.
MRS. ALEXANDER.
MORLEY ROBERTS.
THE QUEEN OF ROUMANIA.
ALEXANDER GRASING.
KATHARINE S. MACQUOID.
FERDUS HUME.
MRS. C. N. WILLIAMSON.
HALLIWELL SUTCLIFFE.
"RITA".
J. MARSHALL MATHER.
KATHARINE TITMAN.
A. ST. JOHN ADCOCK.
MARY LOVETT CAMERON.
WILLIAM WEBSTAL.
ADELINE SERGEANT.
FRED WISHAW.
JANE BARLOW.
TOM GALLON.
MAY UNKEMBLIN.
JAMES BAKER.
MABEL QUILLER-ROUCH.
A. J. DAWSON.
THE LADY MIDDLETON.

The following will appear during February and March:—

CHRISTABEL COLERIDGE, "The Lady Dressmaker".
E. EVERETT GREEN, "Sir Oliver's Hobby".
REV. S. BARRING-GOULD, "A Dartmoor Idyll".
LEUCY HARRY, "Supposed to have Founded at Sea".
JOHN FOSTER FRASER, "The Transformation of Theresa".
THE QUEEN OF ROUMANIA, "Decobal's Daughter".
H. J. ASHCROFT, "My Sailor Boy".
FRED WISHAW, "The Tontine of the Loyal Upholsters".

R. W. CHAMBERS is the powerful novelist whose "The Red Republic" created much interest. HELEN MATHERS is a most brilliant lady story writer; MORLEY ROBERTS possesses an enthusiastic constituency; THE QUEEN OF ROUMANIA is represented by a most pleasing story; FRED WISHAW's clever novels have been prescribed by the Russian Government; the REV. S. BARRING-GOULD is an ever welcome old favourite; HOWARD PRASS is known as "The Northern Kipling"; H. J. ASHCROFT is a new novelist of exceptional promise; and JOHN FOSTER FRASER contributes one of his strong stories.

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY DEPARTMENT, and are prepared to furnish Pumps, &c., on STEAM ENGINES, GAS AND OIL ENGINES, BOILERS, PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINIST'S SMALL TOOLS, BUILDER'S HARDWARE, &c.

Made in America (U.S.A.) Prices quoted f.o.b. New York, or c.i.f. Hongkong.

REUTER, BROCKELMANN & CO., Hongkong.

Hongkong, 3rd December, 1900.

THE OLDEST THE BEST THE CHEAPEST
Best in the world
GANDY'S
Every Bell guaranteed & stamped every foot
GANDY'S
no other bell is genuine
WORKS SEACOMBE
CHESHIRE

SOLE AGENTS LUTGENS, EINSTMAN & CO. HONGKONG.

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOWLOON AND ADJACENT TERRITORIES

showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1. To be had at Messrs. KELLY & WALSH, LD., Daily Press Office.

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